NEW-YORK and NEW-HAVEN HAILROAD
BUMMER ARRANGEMENT, community May 5, 1528
Fameringer Stations; Corner Broadway and Gazel at
In New-York... (Corner 20th and 4th-ny.
In New-York... (Corner 20th and 4th-ny.
In New-York... (Ex.) 4.39 p. m. For Bridgeports; 7, a. m.,
(Ex.) 12280, 3:15, 4, (Ex.) 4.39 p. m. For Bridgeports; 7, a. m.,
(Ex.) 12280, S:15, 4 (Ex.), 4.30 p. m. For Mifred, Strat.
(Ex.) 12280, S:15, 4 (Ex.), 4.30 p. m. For Mifred, Strat.
(Ex.) 12280, S:15, 4 (Ex.), 4.30 p. m. For Mifred, Strat.
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(Ex.) 12380, S:15, 4 (Ex.), 4.30, p. m. For Mifred, Strat.
(Ex.) 12380, S:15, 5:15 p. m. For Stamford: 7, 2, (Ex.), 3, m.;
(Ex.) 12380, S:15, 4 (Ex.), 4.30, 5:15, 6:15 p. m. For Port Chester
(Ex.) 12380, S:15, 4:30, 5:15, 6:15 p. m. For Port Chester
(Ex.) 12380, S:15, 4:30, 5:15, 4:30

E., 9:15 p. m. For Danbury and New-Haven: 5:50, 7, 9:35, k. Trains 70 New-York. From New-Haven: 5:50, 7, 9:35, k. Trains 70 New-York. Page p. m. (Ex.) From Bridgeport: m. (Ex.) 1:00, (Ex.) 4:50, 9:30 p. m. (Ex.) 2:50, (Ex.) 5:11, 10:50, p. m. (Ex.) 2:50, for m. (Ex.) 2:50, (Ex.) 5:11, 10:50 p. m. (Ex.) 2:50, (Ex.) 5:11, 10:50 p. m. (Ex.) 2:50, (Ex.) 5:11, 10:50 p. m. (Ex.) 4:50, 6:71 p. m. (Ex.) 4:50, 6:51, 10:50 p. m. (Ex.) 4:50, 6:71 p. m. (Ex.) 4:50, 6:51, 10:50 p. m. (Ex.) 4:50, 6:71 p. m.

DENNSYLVANIA RAILROAD. THREE DAILY THROUGH TRAINS BETWEEN PHILADOESPHIA and PITTSBURGH TRAINS BETWEEN PHILADOESPHIA and PITTSBURGH THE MORNING MAIL
FRAIN seaves Philadelphia for Pittsburgh at 74 s. m., and
seves Pittsburgh for Philadelphia at 72 s. m. The FAST LENE
betwee Philadelphia at 230 p. m. THE NIGHT EXPRESS TRAIN
betwee Philadelphia at 24.20 p. m.
The above lines connect at Pittsburgh with the railroads to and
from St. Louis. Mo., Aline. Related to the railroads to and
from St. Louis. Mo., Aline.

leaves Philadelphia for Pitteburgh at 11 p. m., and Pitteburgh for Philadelphia at 9.3 p. m.

The showe lines connect at Pitteburgh with the rathroads to and from St. Louis, Mo.; Alton. Galene and Chicago, Illinois, Trankfort, Lexingtor, and Louisville, Ky, Terre Haute, Madison, La Fayette, and Indianapolis, Ind.; Cinchrestt, Oayton, Derivosfield, Hellefontaire, Santosaky, Toledo, Cleveland, Comonius, Sanesville, Masalon, and Wooster, Ohio, also with the riesus packet boats from and to New Orleans. St. Louis, Louislike and Cincinnati.

For further particulars see handbille in the hotels of this city, Passangers will find this the shortest, most expeditious and combinate to the countries of the city.

Through tickets can be had at either of the above-ment oned places in the West, or of

J. H. BUTTS. Agent New-Jersey Rallroad Co., foot of J. H. BUTTS. Agent New-Jersey Rallroad Co., foot of Contlandiet., New York.

J. L. ELLIOTT. Agent Pennsylvania Rairoad Co., No. 2 Aster House, Broadway, New-York. THOMAS MOORE, Agent, cor. lith and his latters.

Row York, Jan., 1878. Philadelphia

THOMAS MOORE, Agent, cor 11th and market and 1868.

A R A T O G A. MONTREAL, LEBANON SPRINGS and the WEST.—NE WYORK & HARLEM ALLROAD - Pare reduced, to Albany \$1.50, Saratoga, \$2.52. Two Daily Express Trains.

5.46 a.m. Express Irains.
5.46 a.m. Express leaves corner of White and Centre-sta, coursecting at Albany at 11.15 a.m. with Central Railroad for the West, and with Albany and Nor-born, Railroad at 11 a.m. for Saratoga, where passenders arrive at 12.5 p. m., and thence to Memerael; and at Chatham 4 Corners with Western Railroad & Lebanon Springs, where passenceds arrive at 1.50 p. m.

\$.10 a.m. Mail Train, stopping at all stations, and arriving in time for the Central Railroad.

\$2.0 p. m. Express for Albany connecting with the Central Railroad reduced the Paperson Train for the West at 11 p. m., and with Startoga typin at 7 a.m. the next morning.

All the above trains connect at Croton Falls with Stages for Lose Mallopsc.

RETURNING.

R50 a.m. Express Train from Albany for New York, without thange of cars, on the arrival of the 8.15 Express Train per

change of cars, on the arrival of the 8.1) Express Train per Central Bailroad. 915 a m Mail Train, stopping at all stations. 4.30 p. m. Fatress Train, leaving Albeny on the arrival of the 4.50 Express Train of the Central Railroad and the arrival of the Abbasy and Northern Railroad train from Saratoga. Eage440 theeked through.

SARATOGA and LEBANON SPRINGS.—
HUGSON RIVER RAILROAD—Two daily Express Lines
pleasure travel.

Fascing as leave Chambers at Station for
SARATOGA and LEBANON SPRINGS, DIRECT,
At 6 a. m. Arrive at Saratoga at 12:45 p. m., Le sanon Springs
at 5:50 p. m.

At 6a m. After at Saratogs at 7:25 p. m., and at Letanov Springs at 7:30 p. m.

The kets soid and Baggage checked through.

The same Trains counset at PEEKSRILL for LAKE MABOPAC, at OAKHILL for CATKILL MOUNTAIN HOUSE, at ALBANY for NUAGHRA FALUS and the LAKES, and at TROY for LAKE GEORGE and CANADA.

A. F. SMICH, Superintendorf.

Water Enre.

DR. E. J. LOEWENTHAL'S WATER-CURE. Bergen Hights, Hudson County, New Jersey, accessible from Hoboker and Jersey City in a few minutes by stages. For particulars apply at No. 4 Hanover at., New-York.

Medical.

DR. H. JANES'S VEGETABLE PILLS, for the Hapes, &c. will be cent by mail to all parts of the Union upon the receipt of \$1 Medical advice and prescription for all dis-cesses, \$2. Dr. H. JANES, Slettopolican Post-Office, No. 13 Astroplace, N Y.

SANDS' SARSAPARILLA, the original and remains article, for purifying the blood and promoting a regular and hearthy action of the stomach and bowels. Longevity, health and physical enjoyment result from its operation. Prepared and sold by A. B. & D. SANDS, No. 100 Fultonests, New York

WERGNES' ELECTRO CHEMICAL BATHS. Attended by Prof. VERGNES the discover, and Dr. PPINCF proprietor, No. 719 Broadway. A positive care for Rhennatism and all diseases arising from the use of Morcury or either Min crois. Department for Ladies

Legal Notices.

IN the COURT of COMMON PLEAS FRANK-The COURT of COMMON PLEAS FRANKLIN COUNTY, OHIO.—HENDRY, COOPER & Co., and
others, agt. A. C. BROWN, and B. E. SailTH, Receiver. To
the Creditors of said A. C. Brown, late of Columbias, Onice Iz
pursuance of an order of said Court in the above case, the Cred
ters of said A. C. Brown are hereby notified and required forthwith, to present to and file with the undersigned, as Receiver, at
his office in Columbias, Ohio, all their claims and domands as shat
said A. C. Brown, duty suthenticated, by the affidavits of the
owners of said claims and demands respectively. Unless said
claims as d demands are thus presented as dilied on or before the
theth day of September text the owners thereof will be highle to
lines that dividend of the proceeds of the property and reflects of said A. C. Brown, to which they might otherwise be satisfied.

Columbus O. July 22, 1856. BENJ. E. SMITH, Receiver.

OLDS & GRIGER, attorneys.

IN PURSUANCE of an order of the Surrogate PURSUANCE of an order of the Surrogate
of the County of New York, notices hereby given to all
perions having claims against the Estate of TriOMAS MONAGHAN, late of the City of New York, deceased to present the
same with vouches there if, to the subscriber, at his residence,
No. 296 Third street in the City of New York, on or before intwenty third day of February next.—Dated New York, the
eighteenth day of August 1856.

ANORE W. R. JACKMAN,
PHELIX HART.
au19 law@mTu* MATHEW MONAGHAN,

IN PURSUANCE of an order of the Surrogate of the County of New York notice is bereby given to all posess having claims against NARY LYONS, late of the City New York, wid w, deceased to present the rame with City New York, wid w, deceased, to present the same, with routhers thereof, to the subscriber, at the office of a, & E. S. Higgms, in Ed.st., between the thin and IP have, in the City of New York, on or before the fourteenth day of February next.—Dated New York, the elevanth day of August 1898 atl2 lawsinTu FRANC'S CLOSSAN, Executor,

IN PURSUANCE of an order of the Surrogate of the County of New York, notice is hereby given to all persons having claims against the exacts of DANIEL EBBETS late of the City of New York, decessed, to present the same, with remoders thereof, to the subscriber, at the office of Martin & Smaths, No. 38 Wallott, in the City of New York, on or before the twelfth day of December hext.—Date: New York, the standard of June 1852.

Jeff Inwentum.

N PURSUANCE of an order of the Surrogate of the County of New-York, notice is hereby given to all permus having claims against MARKS Z JACOBS, late of the City of New-York deceased, to present the same, with roughers their of, to the subscriber, at his citer. No. 124 West street, in the City of New-York, on or before the twelfth day of December maxt—Date? New-York, the wind sky of June, 1866.

ELIAS Z. JACOBS, Administrator of jel7 law6mTu*

IN PURSUANCE of an order of the Surrogate N PURSUANCE of an order of the Sarrogate
of the County of New York, Notice is hereby given to all
persons baving claims against the Estate of LOUISA R
PISHER, late of the City of New York, Walson, decessed, to
presse the same with conclust the real to the Subscriber of the
office of C J. 5. F. De Witt, No. 55 Nassaust, it the Cay of
New York, on or before the 2th day of January next.—Dated
New York, the 22d day of July 1856.

ROBERT H CUMING.

1922 laws n Fu.* Freeutor, kr., of Louisa R. Fisher.

ROBERT H. CUMING.

1922 lawser to:

Freeuror, &t., of Louiss B. Fisher.

N. Y. SUPREME COURT—City and County
of New-York—Joseph Ceitilge agt Am a Maria Boyd,
Freutrix of the leat will of Samuel Boyd, deceased, Ama
Maris Boyd in her own right John Boyd and Helen his wife.
Boyart Boyd and Mendite his wife, Samuel Boyd and Sphia
he wife, John C Louise and Kitz heith his wife, Edward Hoyd,
Mary A. Moore, Treedow H. Dwight and Elien his wife,
Willem Heavy Moore and Islandia Graham his wife. Stere
Clay Mephona and Ames Waria his wife. —Munger and Elies
Jane his wife, Azons Boyd, Jone Boyd Andrew A.
Builth and Yoga, in C. his wife, Edward Boyd, Andrew A.
Builth and Yoga, in C. his wife, Edward S. Boyd and tour his
wife, James Edmission a d'Ames Mar a his wife. Henricitis H.
Boyd, W. hims Hor man, Joseph Filmer and Robert A. all oy,
Executors of the leat will of william Heckman deceased;
W. Hissa Heckman when we right, Joseph S. Ince and 2001 to
his wife, Rebert Ha diey and Mary the wife. He Polyte Tool
Are here by sommonate for mewer the complaint in time action,
which is find at the effice of the Clay of the C. y and donn'ty
of New York, at the City Hall the said cary, and to surrele acrey
of your answer to the said countrient of the subscriptions at that
office. No 41 Walled, Lawsey Country in the Ary of New
Yor, exhauste of the cary of surreless of Sile stim sens
or you, exclusive of the cary of surreless of the sum sens
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planniff in the action we apply to the eart to the release deman definition the own the service. plannif in this action well-spirly to the cast for the rest as ma ded in the complaint - Gard New York Asymst 1 1999. BRAINARD & MCC Fish in Asymstys. ong! 2 how 6 w.Tu.

New-Work Daily Tribune.

FROM THE EASTERN PROVINCES.

Correspondence of The N. V. Pribune.

ANNAPOLIS, May 4, 1856.

Though in the present crisis the attention of thinking Americans is mainly directed westward, it may be of interest to many of your readers to know comething about a portion of this Continent almost as far to the eastward as Ohio is to the westward of that section of the Union whose inhabitants are known by the term " Down-Easters."

Notwithstanding that the trade of a large portion of these Provinces is mainly with Boston and New York, but little is known about them in the United States generally, not even in Boston itself, partly on account of their miserable and expensive traveling arrangements, and partly from their isolated position. They are the "Ultima Thule" of

Speaking more particularly of Nova Scotia, a country fully one century behind the Northern States in industrial, commercial and religious development: yet almost as much in advance of them in some political features, presents to the student of social science some curious phenomena and ex-traordinary anomalies. In Nova Scotia even women can vote if possessed of the requisite prop-erty qualifications. This privilege they have occa-sionally exercised. The suffrage for males is universal; Indians excepted. Colored persons are not excluded. Side by side, however, with uni-versal (and even female) suffrage, exists a degree of religious intelerance scarcely equaled in any part of the Northern States in the present day, and paralleled only by the "Blue Laws." For instance, in the little scaport town of Liverpool, on the south, so high between sect and sect are the lines of demarkation drawn, that each sect has a school of its own. There is a new high school and a Baptist school; another for the Methodists, and another for the Episcopaleans, and so on. The same with colleges. When this state of feeling exists between the Orthodox sects, it will be easily remized that only a homeopathic M. D. can correctly ascertain the amount of telerance they have for heretics. An Abolitionist in South Caro lina would not be much worse off than such a per-sen in many parts of Nova Scotia. Starvation in the one case would accomplish the work of tar and feathers in the other, though in Nova Scotis the

law knows no religion or color. The Industrial and commercial developement paradels its religious progress; stage conches and sailing ve-se's forming a material correspondence to the degree of spiritual growth indicated by separate schools. Where but few "run to and fro," real knowledge increases but slowy, though there may be an apology for it in the shape of book knowledge. Probably superior in combined mental and physical development to any people on earth, the Nova Scotians, in consequence of their limited intercourse with persons differently train-ed from themselves, usually become narrow-minded and intolerant: though well-meaning and often sincere, they seem incapable of realizing the apostolic precept- prove all things, and hold fast that which is good " It takes travel to rub off people's angularities, and traveling in Nova Scotia too costly a luxury for the majority to think of.

In stort, the past, with all its merits and de-merits is here petrified—crystalized—for the in-spection of the curious student of human nature. Here that intense love for home, such a stranger in other parts of this continent, prevails extensively, notwithstanding the sea-faring pursuits of the inhabitants. Like those of its British namesake, the inhabitants seek in foreign lands principally the means of returning home to live and to die. Stability and contentment, unknown elsewhere on this continent, here finds a resting place. Cheeks of rosy red, scarcely seen in the missenstic West-ern valleys, here are the heritage of the many. The pale-faced, invalided few are the exception, not, as in most parts of America, the rule. ecean breeze brings with it colors to the cheek, strength to the arm, brightness to the eye, health to bysical system, and strength as well as activi-

ty to the intellect. There is a rich, rough, earnest animal life here, that we usually seek in vain where the sea breeze is not felt. It imports a feeling of strength for persistent work, makes work no longer a toil but a plenty to eat accompanied it, would be a severe penalty. The sea coast is the reservoir from which comes the strength of nations. The greatest people in the world, the Anglo-Saxons, owe their superior position to the training of their ancestors on the sea. It is only given to maratime nations to be permanently successful; from them emanates that steady, untiring industry, that in-domitable courage, which is the predominant characteristic of the Anglo-Saxon.

In regard to imports Nova Scotia has three strings to her bow, viz., fish, vessels and timber. Some parts are well adapted for farming, but a portion is rocky and sterile. They import most of their breadstuffs, even the farmers in many cases buying flour for their own use. This is need-less, as it could be grown cheaper at home, if people would learn to be content with wholesome rye and barley, instead of paying more than double for imported flour, damaged as to its nutritious qualities, and spoiled for a healthy palate by being de-prived of the bran, ground too fine, and exposed

to sun and damp on its way to the consumer.

The price of breadstuffs here is very high. Flour in Lupenberg, a small port on the south coast, has been as high as \$15 and \$16 per barrel this Win-ter. In Sydney, C. B., it was \$13 only a forthight since. In Liverpool, N. S., it is now \$10. Be-tween the monopoly of the merchants in Nova Scotia, and the speculators out of it, poor people here have been half starved this Winter. Mer-chants here want high crofits are no such as the chants here want high profits even on such articles as flour. The principle seems to be to monopolize, get large profits, and keep the poor down, so they can't rise to become competitors in business with

the rich. The climate being mild for the latitude, fruit and other produce can be raised in abundance in many From the valley of the Annapolis and from parts. From the valley of the Annapolis and from other parts of the Bay of Fundy, those farm products, in large quantities, are shipped to St. John N. B., and Boston. Travel is less costly and more cenvenient, as a general thing, from various parts of the Province to the States, and to New-Brons-wick, than in most other parts of the same Province. Hence there is but little unity of interest between different portions, and enterprises requiring combined action of two or more localities, correspondingly difficult. Railways will, however. somewhat alter this in five years from now.

Another curious feature of Nova Scotia is the co existence of a high degree of political liberty, with an equally high degree of centralization. The municipal principle of government is here almost unknown. The counties and townships possess no power to levy taxation for road improvements, as in Canada and the United States. Everything must be done at Halifax. The leaders of both po litical parties united in endeavoring to have the municipal principle, the bulwark of Anglo-Sixon freedom, carried out, but tailed.

The Established Church is no more. Responsi-

ble Government is a fixed fact, universal sufface a law, and railways a government undertaking. The civision between Tories and Radicals, however, is still kept up, though there is nothing left to dispute about; hence positics are degenerated into per-

soult; nence pointes are degenerated into per-sonal squabbles, wherein no principle is involved. The next principle to be settled will be the Pro-hibitory Liquor Law.

To sum up in a few words the advantages of Nova Scotia. Like the United States it contains within itself, in a much smaller area, all the nex-BRAINAD a little Flat in a stockness.

No. 11 Wester, N. V.

SUPREME COURT—City and County of NewNora Scotia. Like the United States is contains
Nova Cotia. Like the United States is contains
Nova Cotia. Like the United

corn and wheat, peaches and grapes, hoge and exen, raised on the fertile, but miasmatic, valleys of the Chic and the Mississippi, Nova Scotia is the

place to raise superior specimens of the secus-home.

It is now time to preceed to particulars. It may be necessary to premise that what I know of these Provinces is not derived from the present journey, but from fifteen months residence and

April 25 .- Left Halifax for Liverpool, N. S. strived at Lunenberg same day, a German settle ment 60 miles from Halitax, a queer, quiet, out-of-the-way place, containing about 1,200 inhabitan's. Saw a German (by descent and larguage) that didn't smake; had a mind to publim in a glass case for exhibition in the United States. Country around agricultural; average value of land is \$38 per acre; it costs \$50 per acre to manure it for wheat, and proportionately

for other crops, beside labor of spreading.

Some time ago, some Indians "went gipseying"
on some land in this vicinity, and for necessary
purposes cut down some hard wood trees as well as soft wood. The owner (1) of the land told them they might use as much of the latter as they chose but that he would not let them cut the hard wood. "How these trees grows! you make em!" asked the Indian. "No." the land-owner replied, "the king gave me the land, trees, and all." But God Almighty give me the trees, and he "strenger than your king." This was a poser for the land-monopolist, and I presume for all who

maintain a right of property in the gift of God.

April 27.—Arrived in Liverpool, N. S., a senport containing about 2,500 inhabitants; is situated at the mouth of a river of the same name. on which a large amount of lumber is floated down. A reading-room, newspaper, and steam-tug have been started here within a year or two. Eve here the world moves, though at a snail's pace.

Not being able to ascertain whether the mail for this place from Liverpool was carried in a buggy on herseback (it only went once a week), I was for some time dubious as to what course to take. I had serious thoughts of purchasing a wheelbarrow, and getting through, but on consideration concluded it wouldn't pay. was about to return to Halifax, when I met with a healthy veteran of four score, who put me twenty-eight miles on the road. The mail-buggy with a good horse took me eleven miles further, and here the mail-contractor with his horse (or apology for one) and buggy undertook to take me the rest of the sixty seven miles, which was finally accomplished, at the rate of two and a half miles per boar, stoppages inc uded; or two and a half days for sixty-seven miles. The mail contractor aforesaid, though a very intelligent man, is very eccentric. It is refreshing to meet with such people, after being amid the hurry, clash, wear and tear, hubbub and excitement of the great Yankee nation. It is said that having on one occasion wet one foot, he called at a house for a mutchkin of water wherewith to souse the other, so as to have them both nlike! He was offered a dry sock, or a sent by the fire to dry himself, but neither of these offers met his views; nothing would do but to wet the other foot. I do not vouch for the authenticity of

this legend, but it is current in the locality. The "one horse," or, rather, apology for a horse, would have served for a model of Rosinante, and reminded me of an incident in my early experience of travel in Upper Canada about nine years since. I was driving a horse rather high in bone and low in flesh, and stopping near a mill, a man asked me it I made horses. I replied in the nega-tive, and inquired his reason for asking. "Be-caure," said he, "I thought that that article you have there was the frame-work of a horse, and that you had not yet found time to fill it up." About that time the bones began to move.

The general arrangements of the Liverpool and Annapolis mait-route seem to be modeled after those of the celebrated Anthony Van Corlaer, who in his journeys from New-York to Boston as an embassador, used to ride sixteen miles in a day, and then rest one day to recruit himself, by which means not more than a month was occupied in the

A prohibitory liquor law is in favor with a large majority of the Nova-Scotians, but they have a strange way of manifesting their sentiments. They will talk for it, and even pray for it, but take care to leave undone the only thing that will secure it namely, to cote for it. At a Division meeting o the Sons in Queens County, several speakers on the Conservative side in politics strongly urged the necessity of supporting Temperance candidates for pleasure, not only a duty but a necessity, a necessity in a double sense. Idleness here, even if and bound themselves to support the canditates no minated by the Temperance Convention, what ever their politics might be. There were accord-ingly nominated as Temperance candidates two Conservatives and a Radical, but not one of the above conservatives and a Radical; on the contrary, they used all their influence to keep him out, and elect a rum candidate in his place. One of these very men, however, after using his utmost influence to elect an anti Maine-Law man to the Legislature, and keep out one of the Temperance candidates, was among the requisitionists who signed a call for a prayer meeting in Halifax, when the bi

was before the Legislature to pray for its passage. Few and far between on earth are the scenes that equal in beauty those of the vicin ty of Annap-Its elements consist of an expansion of the river termed "the Anapolis basin," inclosed by a range of hills to the seaward, called the North Mountain, and finding its exit into the Bay of Fundy, through a deep and abrupt cleft, called the Gut. This sheet of water is over twenty miles long by three or four wide. A similar range of hills on the south inclose the heautiful, fartile, and highly cultivated valley of the Annapolis, and extend a considerable distance up and down the

extend a considerable distance up and down the river. A weekly communication with St. John, N. B., by steamer, at an exorbitant cast (\$3 for 60 miles) and stage communications with dalifax, Digby, and Liverpool. N. S., constitute the regular traveling facilities, if so they may be termed.

Annapolis is the ancient capital of Nova Scotlar it was founded in the reign of Queen Anne, but though a county seat, is now a mere village of 1,000 inhabitants, and slow at thought. Judge Haliburton (Sam Slick) practiced here as a law-Haliburton (sam Slick) practiced here as a law-

yer in early life. The people seem to be perfectly satisfied with one mail per week from St. John, where they do most of their business. They are also satisfied to pay for their conveyance thither, three times the fair price. Whether contentment, under such circounstances, is a virtue, may be fairly questioned.
Sleepy Hollows, however, may be faind in
abundance in the Province. Those who sigh for the "good old times" of stage coaches and sailing vessels can realize their wishes and walk back into the middle of the last century (instead of int the middle of next week) by simply visiting some seconded spot in Nova Scotia. Almost anywhere out of Halifax, Pictou and Glesgow, will answer the purpose. The motto on the Provincial cout of arms should be. Requires at a page.

P. S.—The fare from Annapolis to St. John is reduced from \$4 to \$2.50 distance a little over 60.

Correspondence of The N. Y. Tracme. St. John, N. B., May 11, 1996. Arrived at St. John on the 6th inst. The transition from Nova Scorie to this part of New Branewich is very marked. There lethargy is the prevailing characteristic of business matters as well as of other things; in New Brane wick, especially in St. John a high degree of commercial activity prevails, enterprise is comparatively abundant, travelling facilities obeaper and quicker, mgns of industrial life are visible on every side. Ship yards can be counted by scores: stemmers flit are und in every direction: the streets are alive with pelestran and equestrian life, and everything looks business-like, comparatively at least. In the higher phases of life, however, there is a great deducency. The

Legislature was applied to and the necessary aute passed. To do this it became necessary to damage the property of certain individuals, a political labmaclite among the number. To assess the amount of damage two commissioners were appointed, from whose decision there was no appeal.
Of course the property of the aforesaid political Ishn achte was assessed much below its value, and the Legislature of the Province became accessory to an act of petty largeny, by which the man was robbed of something like \$2,000 at least.

In a religious and educational point of view, New Brunswick is even below Nova Scotia. Free schools, supported by the State, are branded as communistic, republican, infidel, &c. The editor of The Weekly Chronicle and Colonial Consercatics gravely argues that, in order to preserve liberty, it is necessary to raise the walls of sectarianism as high as possible, instead of doing as Christ did, viz, breaking down the "middle wall of partition" that separates man from man. His words are as

No one is grownt of the fact that there is a po No one is growned of the lact that there is a power at work in Canala to level all anotherious of seets, and, aided by the example and close proximity of the States, to fester the establishment of a principle of communities that would prosen be and extircate the antagonistic principle by which alone true liberty can exist. No one is ignorant that this power is at work in our school system; that it constitutes the spirit and genius of the system, and the youthful mind of Canada is imbibling the poison which is in future to desirely the essential ple of true freedom, namely, the antagonism of

In plain words, to foster the spirit of religious intelerance as much as possible, by educating children in separate schools, is necessary to the support of editors and others, who grow fat on the olerance and ignorance of the community at

large! This is true.
It is right to state, however, in regard to schools that a Government Normal School is sustained and certificates and grants made to teachers; all teachers receiving Government grants are bound to educate a certain number of free scholars.

The scenery on the St. John River is not excelled by that of the Hudson. La belle riviere, though equally beautiful, is far less graud and varied. St. John, unlike Cincinnati in torne other respect. like it, is sirt with an amphitheater of hills; no cultivated to their summits, as in the vicinity of the Western metropolis; there, the wealth is on the land-here, on the water. Here we are re-freshed by cooling breezes, while there they parch with heat.

As we ascend the river the scenery becomes less sublime and more beautiful, the land better and the farms more numerous, until for a long distance the land is all cultivated. Cultivated farms range from \$4 to \$20 per acre in the vicini-ty of the river. Produce here fetches a high price. Six months fodder for cattle annually, and the necessity of a lineral application of manure, are the only drawbacks. Immense crops of hay are raised on some of the islands in the river, which, like the banks of the Nile, are subject to annual inundations. Land near the City of St.

John is high and increasing in value.

Frederickton, the seat of Government, is well built and clean. It contains about 8,000 inhabitants. Its situation strikingly resembles that of Cincinnati. But the hills are not quite so high as those of the latter. I descended the river in a steamer which so far as regards its formation is a Neat and clean in the highest degree, economy and elegance are combined to an extent I have never seen equaled. Expensive furniture or a steamer is utterly out of place, in oneistent with comfort and a sinful waste; but order, neatness, cleanliness, and even elegance, cost much less than are generally supposed. Wasteful capitalists who fit up steambout cabins "regardless "of expense," and dollish editors who trumpet their acts of extravagance as something praise-worthy, would learn something by a trip on the "Lawrence" that would pay them for coming

two thousand miles on purpose.

Though nominally a British Colony, a sentiment seems to prevail here which embodies all the evils attributed to the "Know-Nothing" party without any of its redeeming features. Out of 44 members of the House of Assembly, not one is an English-man, though the English in New-Brunswick are numerous and influential. For 80 years only one Englishman has been elected a member of that body. Among the 20 magistrates in the Province, not one is an Linglishman. This circumstance may be partly owing to a want of adaptability to new conditions, but probably more so to their straight forwardness and deficiency in wriggling capacity, so necessary for success in political life (as a general thing) everywhere, but especially in a small colony, embracing only 200,000 inhabitants, 70,000 of whom are slaves to an Italian Prince; for although physical Slavery cannot exist under the British flag, the principle of sticking in the mud (educationally speaking) is here considered inval-uable; and all attempts to educate children at the expense of the community declared an infringe-ment of the liberty of the subject.

Corregroudence of The N. Y. Tribuce. CHATHAM, MIRIMICHI RIVER, 1

NEW-BRUNSWICK, May 20, 1856. Leaving St. John for the upper portion of the Bay of Fandy, the shores are for a long distance high and rocky, covered with a thick growth of small evergreens. As the Bay narrows the land becomes better adapted for farming, but loses correspondingly in sublemity. The tide at the head of the Bay rises and falls to a hight of come, say serenty feet. Near the mouth of the River Pellicotiac. at one of these heads, a curious phenomenon is observed at the rise of the tide. The tidel wave or beree," as it is called, extends quite a cross the river, the bed of which is here three quarters of a mile wide, but the water is at low tide a mere brook, a ghastly expanse of red mud being then exposed to view all slong the shores. Some time after half tide several of these 'bores' may be seen following each other in quick succession, and in an hour or less the largest vessel yet thought

upon might flow securely over the ghastly red mid, herelabefore mentioned. The Town of Moncton, not far above the mouth of the River Pellicodiac, at the head of steamboat navigation, is a stirring place of 2,000 inhabitants of the dead. navigation, is a stirring place of 2,000 in solds over a decidedly go-shead stamp. Fifteen miles over a high ridge of land brings us to the Village of Shediac, on the Gulf of St. Lawrence. Here the rise and fall of the tide is only eight feet. The difference in the character of the scenery is equally striking, the shores being low and sandy, the hills inconsiderable. A large portion of the country being "flat, stale, and unprofitable," some of it is swampy, but much of it well adapted to farming, especially rotate growing. This region of country is unsercelled, searcely equaled for the quality of potatoes.

The traveling arrangements to Northern New-Brunswick are detectable, with the exception of the stages. Although Shediac is on the main route from Prince Edward's Island to St. John, one of its principal markets, no regular communication existed when I was at Shediac a few cays. Some passengers who arrived a few hours before me had to charter a vessel and pay \$4 each to convey them to the island, only forty miles distant. This, I thought, was something, until informed by a gentleman who had traveled in Newfoundland that he ence paid the same price for sailing half the distance, though the vessel was otherwise going. Verily, it will be some time before "many ran to and fro" in these parts. If "knowledge" does not greatly increase from some other cause than increased traveling facilities, it will be apt to retrograde in Northern New-Brunawick and Prince I dward's Island, inasmuch as they have had two straners along the coast for some years past, but have not one new . The mail between Shedrac and

century, as do the Anglo-Saxons of Nova-Scotia to the New Englanders in the days of Queen Anne.
As in most other parts of the coast of the maritime Provinces, ship building is the leading busi-

ness on the "north store."
Chatham contains above 3,000 inhabitants, and during the navigation is a place of some business importance. The River Mirimichi, which expands into a Bay a short distance below the town, is wide and deep; it is said to be navigable for steambosts fifty miles from its mouth, but is not disturbed by them. This vicinity has been settled more than two centuries but in 1824 a serious drawback to its prosperity took place. An immense fire ravaged a tract of land 60 miles square

The structure of society here is as aristocratic as the most thorough going (sham) Democrat or Tory could desire. Wealth and education are for the few; the reverse for the many. The northeast and the southwest here become similar, thus verifying the proverb that "extremes meet." Pierce Douglas & Co. would find but little to "subdue in this region, as the laboring population are as much under the thumb of the few who have wealth and education as the most ardent slaveocrat could desire. Business, as in the southwest, is conducted on the principle of high profits and slow returns. The principles of the Declaration of Independence are at about the same discount as in Pierce & Co.'s Cabinet, or —I was going to say—the Missouri Kaneas Sham Legislature: but they are not quite so low in development yet as the generality of Congressional politicians.

The river is frozen about five months annually The progress of the country corresponds to the

above mentioned social influences.

Politically, they are as free here as anywhere, but the mass do not appreciate the value of freedom, and appear to prefer to be without the blessings of freedom, on condition that they shall be equally freed from its responsibilities. Counties can take the management of local roads and other matters into their own hands whenever they choose, but only two counties in the Prevince have hitherto chosen to avail themselves of this privilege, which seems not to be generally accounted such. I am informed that at a meeting in the neighboring town of Newcastie (which numbers over 1,200 inhabitants), that was held for the purpose of electing parish officers, only thirty or

The scenery on this river is picturesque but not enblime.

Education here is in a very backward state; dozens of child er in this place have no opportunity of acquiring the primary elements of knowledge. But few free scholars are taken; a free school movement has been initiated. The demend for teachers, however, through the Province generally is greater than the supply, as well it may be at the following rates of remuneration:

Males without board, semi-annually ... \$107.25
Males with board, semi-annually ... 64 60
Females without board, semi-annually ... 34 00
Females without board, semi-annually ... 32 70
These averages are taken from the Report on
Parish Schools by the Chief Superintendant of

Education for the Province. In short, then, in Northern New Brunswick improvements generally are microscopic, the march of intellect at a dead halt. The only signs of progress are that the bookseller has taken a larger and handsemer store, and is about to issue a news-

paper-the second in this part of the Province. I have something to say touching liquor laws in general, and that of New-Brunswick in particular: but think it better to wait until I have seen a little more of the elephant.

Correspondence of The N. Y. Tribune. TERRENCE, June 24, 1856.

After waiting some days at Caatham, N. B , for a vessel to Prince Edward Island, I found one about to sail with the first fair wind. No regular communication existing I was compelled to ava l my-elf of the somewhat limited accommodations. The cabin was irregular in form, but averaged about four feet square, affording not quite enough room to be straight on the floor, berths being out of the questien. As it was not titted up for passengers, however, there was no room for complaint o far as those connected with the vessel is concerned; it proves, however, the astonishing apathy or people that can be content with such traveling arrangements on the highway of actions. This stands in striking contrast with the rapid and commodious steemers and railways in Canada and the of people that can be content with such traveling United States. After abiding in this purgatory until tired of sweating I went on shore for a day until tired of sweating I went on shore for a day and changed to a similar vessel about to proceed o Charlottetown direct. Having waited six days in all the vessel started at last. Packed like her-rings in a cask we lay head and tail. Be-ween the Seyila and Charybdis of tobacco smoke, in the small, crammed, unventilated hole, called a cabin, and a cold breeze on deek, I passed three purgatorial days at hope may be credited me when I get across the lines dividing the worlds. We at length landed in Charlottetown the capital of the Island; where, stopping at a Highland Scotch boardinghouse, I was regaled with potatoes, bread and fish (the latter rot No. 1) for breakfast—fish, po-tatoes and bread for dinner, and bread and eggs for supper—every day, as long as I remained. The charge for this detestable fare was, however, very trifling. In other hotels good board can be ob tained at a low rate, but most people in the north-ern part of the Eastern Provinces live after the above fashion. Newfoundland fish in Chatham, N. B., have been this Winter as high as in Cincunnati, and flour as high as \$14 per barrel I left, it was above \$7 50. In justice to Island hotels, I must state that my experience hitherto and elsewhere in regard to Island fare was quite different. In a stage house I once had as good a meal as I ever ate, consisting of three courses, for

Their currency here, like other things, is peculiar; or rather is similar to New-England shiftings, six to the dollar, a sovereign being worth 30/. In New Brunswich and Canada it is 5/ to the dollar; the sovereign is worth 24/6. In Nova Scotia it is worth 25/. Everything raised on the Island, all kinds of labor, salaries, rent, &c., are at a corres-ponding reduction; so that a shilling of Island money (16c.) will buy at least as much mutton, beef, catmeal, potatoes, rent or labor on the Island as a shilling Halitax currency (20c) will on the main land acjoining. Living of course is very cheap from this cause, and from its being a farming country. They raise great quantities of oats, po-tatoes and other produce for exportation to the ad-joining colonies and to the United States. Some business is also done in ship building and fishing. Imported articles are very low, the duty being only 6 per cent. Much of the land is held on long leases at a low rent, it having been granted in the days of regal supremacy in large tracts to a few favored ones. This much retards the prosperity of the Island, but the land, as the leases expire, is gradually becoming freehold and the people better

Freehold lands can be purched in ordinary situ ations at prices ranging from next to nothing government lands to \$10 per acre or more. Most old land in the Eastern Provinces, however, costs at least double the labor to clear that land does in Western Capada and the Western States, the trees being denser. The soil in most parts is rather light, but well adapted to potatees and oats. The Winters are long, Springs late, Summers cool, air very pure and bracing; it is said that a few months' residence is a specific for miasmatic complaints; this is quite probable. As good board, perhaps this is quite probable. As good board, perhaps better, with twice as much comfort, can be obtained at less than haif the price paid at fashion able watering places baving no prospect but an indefinite amount of sand and sea-water.

Charlottetown is situated on a kind of estuary. It centains about 5,000 inhabitants, and is well laid out. The scenery, though not hilly, is picture que and varied. The streets are wide and alty. Feedle a mixture from various parts of the

ANOTHER PRIZE FIGHT.—We understant from various parts of the airy. Feople, a mixture from various parts of the British Islands, either by birth or origin, each component retaining to a great extent its original charter, from reme barbarism to civilization. Suffrage for males) universal. Education much attended to, not with standing the diversity of croseds origins and classes. Free schools are universal; but the tracter usually receives, in addition to the stipulated allowance gratuities varying in amount ac.

ANOTHER PRIZE FIGHT.—We understant from a mode and found in Mr. D. min ck Bradley of Balactions. The universal state of Mr. thombs Hyer made the prefining the action of Mr. D. min ck Bradley of Balactions. The universal state of Mr. D. min ck Bradley of Balactions. The universal state of Mr. D. min ck Bradley of Balactions. The universal state of Mr. D. min ck Bradley of Balactions. The universal state of Mr. D. min ck Bradley of Balactions. The universal state of Mr. D. min ck Bradley of Balactions. The universal state of Mr. D. min ck Bradley of Balactions. The universal state of Mr. D. min ck Bradley of Balactions. The universal state of Mr. D. min ck Bradley of Balactions. The universal state of Mr. D. min ck Bradley of Balactions. The universal state of Mr. D. min ck Bradley of Balactions. The universal state of Mr. D. min ck Bradley of Balactions. The universal state of Mr. D. min ck Bradley of Balactions. The universal state of Mr. D. min ck Bradley of Balactions of Mr. thomas of Mr. D. min ck Bradley of Balactions of Mr. thomas of Mr. tho

coroing to his or her popularity and other or cure-stances; the pay, however, is small. There is an efficient Normal school supported by legislative grants. The Island possesses all the apparatus of Colony in the way of legislative and judicial ar-

rangements. Its population is about 70,000.

Pictou, on the north abore of Nova Scotia, is the port for the Albion coal miners, eleven miles distant. The vicinity is mainly settled by Scotch. distant. The vicinity is mainly settled by Scotch. The town contains about 3,000 inhabitants. Unlike nearly every other part of Nova Scotia, the inhabitants are decidedly enterprising in business natters and traveling arrangements. Now Glasgew is a bustling business piace of above 1,000 inhabitants, two miles from the mines, connected by railway and steamer with Pictou and the mines. twice daily during navigation. Five vessels are usually on the stocks at once in this village, and

business is usually brisk and lively.

A steamer, as ill adapted for the coast and business as it well could be, runs semi-week'y between Picton and Charlotterown, making a weekly trip From the latter place to the north shore of New-Brunswick, and connecting with steamers from the head of the Bay of Fundy to St. John by means of stages scross the isthmus. With this expectation, I returned by it to Charlottetown, intending tion. I returned by it to Charlottelown, intending to go right on to the landing-place at Shedies, N. B. By some reglect on the part of the Halifax efficials, the English mail did not reach Pintou in time for the steamer to take it to the island. On arrival thither the captain applied to the Post-master-General for instructions, and he was directed to go on his trip as usual; but before he could start, counter orders came from Dominio Daley, the Governor, directing him to return for the English mail. By this arbitrary interference of the Governor with the functions of the Postmaster-General, eighteen passengers for St. John est three days' time and expenses, as the St. John steamer only ran semi-we-kly. One man, emi-grating to Wisconsin with a family of twetre, lost not less than \$25 in cash by this despote act, in order that the Governor (a protege of the old Tory school in Canada) might receive his dispatches six hours scener. Governors, popes, emperors, kings, presidents and bogus sheriffs seem just now disposed to carry things with a high hand; but the re-

action is coming.

The Governor of New-Brunswick, Manzers Sutten, an English Tory, has dissolved the Partament of that Province on his own sole responsibility, in the teeth of his responsible councilors, instituted thereto (it is said) by the Catholic and Episcopal Bishops, who are his constant compan-ions. The pretext is, that a majority of the people of New Brut swick are opposed to the Probincery Liquor Law. However that may be, it is ques-tioned by a large majority of the New Bruns wick. papers, whether he had any right to judge as to what the opinion of the people of New-Brunewick might be on any subject, unless through their representatives. The opinions of these representatives as regards prohibition were well known by the electors at the time of the last election.

The true reason is alleged to be, that a law baying been passed emarging the auffrage, the Governor wished to secure for his l'ory friends a four years' lease of power before an electron under the new law could take place, and blast for ever their topes of office.

The law has never been vigorously enforced.

principally because of the magistrates and many of the upper crust being fond of a glass. Mareover, some of them, otherwise disposed to enforce the law, are afraid of judicial decisions shollar to those recently given in Massachusetts and New York, which would render them pecuniarily responsible for the value of the liquors destroyed. Seizures, however, are made by dezens, and liquor-deinking is rendered difficult and disreputable. There is every reason to believe that it has diminished. Were it continued, this result would take place to

an increased extent.

In some parts of the Azores it appears that the In some parts of the Azores it appears that the babit of thicking is as common among magistrates and people as spirit and wine-drinking among similar classes in New Brunswick. If the Prohibitory law in the latter place, and elsewhere, ought to be repealed because it cannot always be embroed, then for the same reason should laws against stealing be repealed in London. New-York, the Azores, and elsewhere.

and elsewhere. Having missed the steamer, I took stage from one of the heads of the Bay of Fundy to St. John. one of the heads of the Bay of Fundy to St. John. Much of the intermediate section is a superior farming country. A man on the road spoke of having recently bought a fine farm of 200 acres, with buildings, for \$1,200. The people seem well off and comfortable. Produce fetches a good price at all times in St. John, with which this section will seen be connected by a railread. This is one among many sections of the Eastern Provinces where enterprising farmers with a small capital much apparently accumulate means rapidly, but mucht apparently accomulate means rapidly, mest unaccountably there is a large emigration from all parts of the Fastern Provinces to Western Canada and the Western States, where land is but little better than the better kinds of land in the Eastern Provinces, and sells for six or seven times as much, and where the produce of the land is much less valuable. I can only account for it that on the principle of "Evil communication "corrupting good manners" and vice certa that emigrants to the West catch the enterprising spirit of the people there, and succeed well; whereas, in the Fastern Provinces the cis isertial of acciety generally is too powerful for one man to overcome. This and the long Winters are the main grawbacks to these Provinces. The slowness and expense of communication with the large cities is the United States is also a temporary im-

So imperfect are communications and modes of disposing of produce in and between Prince Edward Island and Northern New Bruoswick that, while in Chatham, N. B., the necessaries of life may be at an enormous price, on the feland they are so abundant as not to pay the farmer for raising them. One hundred and fifty miles, more or less, of salt water is the only intervening obstacle between the producer and the business must of the covariance. mart of the consumer: yet such is the want of regular and rapid communication - such the ness, and so overpowering the mercantile mo-nopely—that, while the farmer of the island probably realizes but 20 to 25 cents per bushel on his cats, and that often on barter, they sell at wholesale in Chatham for 37 or 40 ceats, and the merchant retails them in the Winter at 60 or 70 cents. Here the beauties of civilized commerce are in full view !

The climate on the Bay of Fundy, being subject to fogs and dampness, is less healthy than on the "North Shore" (Gulf of St. Lawrence). Stephens, on the frontier, is pleasantly situated on the St. Croix River, opposite Calais Maine.

Here social and business life is essentially changed. They get up early in the morning and can be found at business places in business nours.

Interprise, energy, and some degree of free thought and inquiry take the place of the opposite conditions—at least comparatively. The backs of the kiver St. Croix for some miles above and below St. Stephens and Calais are like one continued low St. Stephens and Calais are like one continued volage. Lumber, with a little ship building, is the nain business. The land is mostly poor and recky. In consequence of the narrowness of the river and its numerous bridges, the inhabitants on both sides have whatever advantages and deadboth sides may or may not attend Free trade. A steamer runs to Fastport, Maine, thirty miles distant, five times a week, connecting with a semiweekly line of large and commodious steamers from St. John to Portland and Beston. After a few days rejourn, I embarked on board of one of them, and passing by the varied and sublime scenery of the coast of Maine, arrived in due time in the City of Notions, gladonce more to be in a civilized country where there are daily steamers and railroads—where people don't have to wait six days to go to the next place.

ANOTHER PRIZE FIGHT .- We noderstand !